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BALLET KILBOURNS, President;
W. SCOTT TOWERS, Treasurer;
R. H. SYLVESTER, Secretary.Office, No. 941 D Street
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THE CUP STILL OURS.

The centre-board boat Puritan comes in slightly ahead of the cutter Genesis in yesterday's flight of twenty miles to leeward and return, and the America's cup remains with the victorious Yankee.

The conditions of the match were very fortunate. The first race took place in what was called Puritan weather—light winds and a smooth sea. The race yesterday was sailed in what they called Genesis weather—a wet sheet and a howling sea. The wind blew a half gale and the billows ran high, the contact of the two boats with the crested swells throwing the water over the bows by the barrelful. The Genesis held much more than the Puritan and her lee gunwale was often awash with the surging sea. The centre-board of the Puritan was as effective in preventing her from making leeway as was the deep keel of the English cutter.

It was the finest contest ever sailed, as it is the most memorable, and there is but slight evidence of dissatisfaction with the result, although when the two boats were having short and rapid stretches embracing nice points in seamanship the Genesis people say that at one time the Puritan so longs down upon them that her tactics had to much the appearance of sharp practice. But there is small ground for such a charge, as the course of the Puritan, thus criticised, did not hinder the Englishman in the slightest degree, for the Puritan bore away before she could possibly inconvenience her.

Equally as groundless would seem to be the statement of some of the yachtsmen who watched the contest from the stemmers and yachts which followed the two boats, that the Puritan was handled badly. A man can always sail a boat better when he is off of her, as in a regatta the bow of the losing boat is told by his friends after it is all over how he could have won by steering differently.

Altogether there does not appear to be any real occasion for fault-finding. The race was sailed on its own merits and won with but a little time to spare. It was a victory, after contests conducted with the utmost good spirit on both sides, and the Englishmen have fully sustained their nation's reputation for fair play.

The result will not win Englishmen wholly over to the centre-board for yachts, but they will doubtless take a point or two in building from the Puritan's construction, and in coming to a conclusion as to which is the better style of boat, the fact that throughout the racing carried much more salt than the Puritan, but was nevertheless beaten, will have much weight.

ALAS! POOR JUMBO.

There is mourning among the little folks on both sides of the Atlantic today, and larger people are also in a melancholy mood. The death of Jumbo, the great mountain of elephant flesh and delight of all good boys and girls, is indeed a sad affair. The massive and gentle beast, powerful as he was, could not successfully cope with a locomotive pulling a train of freight cars, and his life went out within three minutes after he was struck.

His death recalls the animated controversy that Mr. Barnum had with the London public when he bought Jumbo from the managers of the Zoological Gardens of that city for the purpose of bringing him to this country. The London newspapers were filled with protests against the beloved Jumbo being allowed to depart. The children, who had often mounted his back and been nibbled by him around the "Zoo," were filled to the brim with indignation. But Jumbo came notwithstanding, and his arrival in New York and landing from the steamer was a notable event. From the hearts of the London children he stepped with ponderous feet into the affection of our American youngsters, and one of their proudest boasts has been that at the circuits they fed Jumbo with peanuts or caramel. In justice to the late lamented beast let it be recorded that he was always sufficiently accommodating to devour whatever was given him.

But there is something to mitigate our grief for his loss, for while great Jumbo's skin will go to Tuft's College, in Massachusetts, for preservation, his bones will be set up in the National Museum to attract and astonish the rising public for generations to come.

THE MEXICAN VETS.

The Mexican veterans, about three hundred in number, are holding a reunion in Indianapolis to-day, but not altogether for the purpose of having a good time and "fighting their battles o'er again." They will doubtless concert new measures for securing the recognition which they have so long vainly asked of the Government and arrange for a renewed championship of their claims upon the floors of the next Congress.

The fact that only three hundred of these old soldiers are in attendance shows that their ranks are rapidly thinning, while many of the survivors

are too far advanced in years to leave their homes or too poor in the world's goods to bear the expense. It is evident that whatever is to be done in their behalf will have to be done quickly. In the natural course of events there will shortly be none to do for. It is certain to be hoped that the Government will not prove quite so niggardly and ungrateful as to wait upon the order of nature for the cancellation of a just debt.

HIGH VS. LOW LICENSE.

That prohibition does not accomplish his desired results it has been shown in every section where it has been adopted. In many cases the effect has been a greater abuse of the use of intoxicating drinks than there was before prohibitory measures were adopted. The general sentiment of the country is rapidly focusing with the most sensible and effective manner of dealing with the question is the adoption of the high license system. This reduces the number of saloons, and does much to banish the cheap grocerries, where man may get boozey for next to nothing.

A very fair expression of popular feeling in regard to high license is exhibited by the returns in Wisconsin in yesterday's flight of twenty miles to leeward and return, and the America's cup remains with the victorious Yankee.

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FRIEND GEBHARDT has returned to his native shores, and even before getting out of the custom-house Mrs. Langtry was mentioned, and this time officially. The custom-house officers waited to levy duty, as "work of art," on a life-sized painting of that lady which was among Mr. Gebhardt's effects. But when the possessors swore that it was to be classed as "household effects," the painting was set free.

What sort of an angel is this we are living in now?—Philadelphia Times.

At TACOMA, W. T. Bishop, Walden was trying to raise \$1,000 to pay off a church debt. "Why," he exclaimed, "every property-owner here ought to subscribe." If I owned a corner lot in Tacoma, I'd give \$50 myself." The right Bishop said: "I made a speech of those thoughts, and when doing so before October 31, will be able to speak of the special advantages of our coal company as well as of the general advantages with tradesmen in all branches of business."

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Mrs. YULEE of Florida, the great beauty of the South, who has been so much noticed at Sharon, Atlantic City, Bryn Mawr, and elsewhere, has been a guest of the prominent members of the society with Coal and Water. She is a woman of great charm and the most favorable ever before obtained by the society, and at present much more popular than any other member of the club.

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